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with the object of making  
every improvement.  
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Always pronounced equal to home  
work, and prices very moderate.

PRINTING OF ALL KINDS at the  
THE "DAILY PRESS" OFFICE  
All proofs are read and all work  
superintended by Englishman. Always  
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Telephone Address, A.B.C. Posts.  
P.O. Box 21, Post Office, Hongkong.

NEW ADVERTISEMENTS.

BRITISH MERCANTILE MARINE  
OFFICERS' ASSOCIATION.

THE above-named Institution has RE-  
MOVED to WANCHAI, No. 4, Block  
BUILDINGS, and the Rooms are now OPEN  
and ready for the use of the Members of the  
Association.

No. 4, Blue Building, Wanchai,  
1st Floor.

Hongkong, 25th August, 1896. [1957]

NOTICE.

Owing to the inclement state of the  
weather, Mrs. E. B. BROWN, GARDEN  
PARTY is POSTPONED UNTIL MORROW  
(THURSDAY), the 27th inst.

Hongkong, 25th August, 1896. [1958]

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS  
are requested to send in a Statement of  
Business contributed during the Half Year ended  
30th June, 1896, or on or before the 15th September,  
on which date the Accounts will be  
CLOSED.

By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.

Hongkong, 23rd August, 1896. [1960]

TO BE LET.

A FOUR-ROOMED HOUSE in "BICK-  
MOND TERRACE" East \$45 a Month.  
No. 8 "WILD DELL BUILDINGS," SIX  
ROOMS, Rent \$30 a Month.

No. 2 "LYMEWOOD VILLAS," Kowloon,  
FOUR ROOMS, Rent \$40 a Month.

Apply to

HUMPHREYS ESTATE & FINANCE  
CO., LIMITED.

Hongkong, 23rd August, 1896. [1962]

FOR THE MAIL.

THE HONGKONG WEEKLY PRESS will  
be ready to-morrow and will contain—  
Local and Foreign News.  
A Special Post in Manchuria.  
The Proposed Tariff Revision.  
The Increase in Cable Rates.  
Mr. John Andrew and the Transit Pass  
Trade.

Illegal Proceedings of the Sanitary  
Board.

The Japan and Formosa Relief Funds.  
The Silver Question.

Sanatoriums for Foreign Residents in  
China.

Supreme Court.  
Are Optium Drives Common Lodging  
Houses?

Outrages on a Hongkong Shooting Party.  
Hongkong General Chamber of Commerce.

The Stranding of the Geelitz.  
The Geelitz.

Hongkong and Whampoa Dock Co. Ltd.  
Punison Mining Company, Limited.

Hongkong Hotel Company, Limited.

Local and District News.

Subscription \$12 per Annum, payable in ad-  
vance; postage \$2.

Extra copies 30 cents each. Cash.

Copies can be paid for from the Office to  
addressed send, including postage 4 cents each,

or \$1 for three copies. Cash.

Hongkong, 26th August, 1896.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

The Company's Steamship.

"HAIMUN."

Captain Bathurst, will be despatched for the  
above Ports on FRIDAY, the 26th inst., at noon.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,  
General Managers.

Hongkong, 25th August, 1896. [1963]

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND  
YOKOHAMA.

THE Steamship:

"BENVORLICH,"

Captain Clark, will be despatched as above on  
SATURDAY, the 27th inst., at 3 P.M.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 26th August, 1896. [1964]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR KOBE DIRECT.

THE Steamship:

"GUTHRIE,"

Captain St. John George, will be despatched as  
above on MONDAY, the 31st Inst., at 3 P.M.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
General Managers.

Hongkong, 26th August, 1896. [1962]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship:

"GLENFRUIN,"

Captain Darke, will be despatched as above on  
about THURSDAY, the 10th September.

For Freight or Passage, apply to

JARDINE, MATHER & CO.,  
Agents.

Hongkong, 26th August, 1896. [1965]

NORDDEUTSCHE LLOYD.

NOTICE TO CONSIGNEES.

S.S. "BAIERIN."

The above-named vessel, having informed

that their Goods, with the exception of Opium  
Treasuries and Valuables, are being landed and  
stored at their risk into the Godowns of the

Hongkong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, whence delivery  
may be obtained.

Optional Cargo will go on to Shanghai unless  
otherwise given to the contrary, to be given to-morrow,  
but not later than 10 a.m.

No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 31st Inst. will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 29th Inst., at 3 P.M.

All Claims must reach us before the 3rd  
September, otherwise they will be rejected.

No Bill of Lading will be issued.

Bill of Lading will be counter-signed by

MELCHERS & CO.,  
Agents.

Hongkong, 25th August, 1896. [1966]

# Hongkong Daily Press

ESTABLISHED 1857.

NO. 12,022. 第二十二年八月廿二日。星期六。HONGKONG, WEDNESDAY, AUGUST 26TH, 1896.

三月廿六日英一千九百零六年六月廿六日。

PRICES \$2 PER MONTH

## NEW ADVERTISEMENT.

OCEAN STEAMSHIP COMPANY.

CONSIGNERS for Company's Steamer

"GLAUCAUS"

are hereby notified that the Cargo is being dis-

charged, into Craft, and so landed at the Go-

downs of the Underwriters, in both cases it will

be sent to Consignees' risk. The Cargo will be

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**INTIMATIONS**  
NOW READY  
**THE CHRONICLE AND DIRECTORY**  
FOR CHINA, JAPAN, STRAITS, &c., &c.  
FOR THE CHINA DIRECTORY.

1896.

With which is incorporated

THE CHINA DIRECTORY.

THIRTY-FOURTH ANNUAL ISSUE,

and will be found, as usual, to show an advance

on preceding years both in fulness and accuracy

of information.

The DIRECTORY covers the whole of the

ports and cities of the Far East, from Penang to

Vladivostock, in which Europeans reside.

A. S. WATSON &amp; CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED

WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Duties when required in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock—

PURE AERATED WATER.

SODA WATER.

LEMONADE.

POTASSE WATER.

SELTZER WATER.

LITHIA WATER.

SARAPARILLA WATER.

TONIC WATER.

GINGER ALE.

GINGEDEADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON &amp; CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1896.

NOTICE TO CORRESPONDENTS

One copy of each article relating to the news columns should be addressed to THE EDITOR.

Correspondents forwarded their address and communications to the Editor, not to any other member of the staff. All letters for publication should be written on one side of the paper only.

No anonymous signed contributions that have already appeared in other papers will be inserted.

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Postage Paid Address Press—A.R.C. Co.

P.O. Box 20. Telephone No. 12.

The Daily Press.

HONGKONG, AUGUST 26TH, 1896.

The statement made by The Times that Lord SALISBURY has informed Li Hung-chang he is in favour of the principle of increasing the tariff of duties on imports into China, but that he must consult the Chambers of Commerce in Shanghai and elsewhere before giving his consent, is satisfactory, as confirming the pledge given by the noble Lord to the China Association, dated the 2nd July, "that no change shall be made in existing Treaties without previous reference to those who are specially interested in the importation of British goods into China." We trust, however, that no revision of the tariff will content to unless and until other demands which have been put forward shall have been conceded by China. The Burmese frontier question, the rectification of the boundaries of this colony in compensation for the cession of the Shan State to France by the Peking Government, and the opening of the West River and other inland waterways of South China to foreign trade and steamer navigation are matters that should all be definitely settled before the revision of the tariff comes into discussion. No doubt Li Hung-chang and the Ministers of the Taung-Yamen would like to push this question into the forefront and make its concession the condition for agreeing to other demands, but we hope Lord Salisbury will firmly refuse to allow the negotiations on this subject to be hampered with any other issues. The concession in no case could be entertained, unless the Chinese Government are prepared to give guarantees that the single levy will clear the imports of all further exactions and make them free to go through any part of the Chinese Empire. This is the position that should be taken up, and it would require very good guarantees indeed to satisfy British distrust of the unscrupulous mandarin.

British informs us that Russia is favourably inclined to a revision of the Customs tariff, but that Germany awaits the action of Great Britain, and France deems the opinion of her Minister in Peking before giving any reply. The decision, however, really rests with the British Government. As in the case of Japan, other Powers may negotiate new treaties or tariffs, but they are not likely to come into operation, any more than did the new American Treaty with Japan, until Great Britain has first been reckoned with. There is no reason why the British Government should not themselves out of the way to oblige China and increase her revenue. Considering that

more than three-fourths of that revenue is contributed by British trade, it would be the height of folly to tax that trade for the enrichment of a Government that has uniformly and insistently shown nothing but bad faith, ingratitude, and meanness to Great Britain. Such a concession should, as we have said, not even be considered until the present matter in dispute and demands made by Great Britain have all been satisfactorily arranged. When the path has thus been smoothed it may be found possible to come to some workable plan whereby the concession asked by Li Hung-chang may be made.

The following documents are notified in the following order—Mr. Octavius Johnson, Vice-Chairman of the Committee at Kuklung; Mr. Edward Leamont, Mungo Allen, to be his Major's Consul at Kiangchow; and Mr. Frederick Samuel Augustus Bourne, to be his Majesty's Vice-Consul at Ferga Island.

It will be remembered that a Rauter's message, dated the 18th June, stated:—"Li Hung-chang denies the existence of a secret treaty between China and Russia, but admits that a Russian railway will be built through Manchuria." In the telegram dated 23rd August, Rauter learns that Li Hung-chang has made no concessions to Russia, but that he has favoured a junction of the Amur line with Manchuria. No Convention had been signed, "and no port ceded to Russia." The latter statement is undoubtedly confirmatory of the first, and we may take it for granted that, if no treaty on the subject has been signed, it has been agreed between the two countries that their railway lines shall meet. This is pretty plain to the most casual observer of events in the Far East. The eastern terminus of the Trans-Siberian Railways is therefore not to Vladivostok, but some Chinese, or rather Manchurian, port on an unfrozen sea. Vladivostok may be good enough for an arsenal and a rendezvous for the vessels of the Pacific Squadron. In the summer, when its climate fits it, to become a sanitarium for the troops, but it is not an ideal position for the terminus of a vast railway from Europe. The Russians are not prepared to demand all they want at the moment, but they certainly have long indulged the hope that their new great high road across the empire will have for its eastern end a great commercial port, as well as a strong fortress capable of keeping open communication by sea the whole year through. There may have been no Convention signed, and it is possible that Li Hung-chang may really think that Russia only desires to co-opt the Trans-Siberian Railway with the Chinese system in Manchuria, which at present consists of the branch line from Tientsin to Shantung-kwan. We have said he may think this, but we credit him with greater perspicuity. He must be very blind if he imagines that Russia will ever be content to have the Pacific end of her great railway in a foreign country. Whether the terms be in Korea or Manchuria, it will assuredly pass into Russian hands. The probability is that the astute ex-Viceroy forces this, but with the characteristic procrastination and fatalism of his race he hopes that re-creation some fortuous development of events may occur, in the case of the retrocession of the Liao-tung peninsula to China by Japan, to prevent this disaster. For disaster it would necessarily be to China, as Peking will then inevitably fall under the influence of Russia, and China would lose the very semblance of independence. "Such a cunct is the evil is the evil thereof" is unfortunately, the motto of more statesmen than those of Peking, and at the present moment most European statesmen seem incapable of looking forward or working for the future. France especially has given herself over into the keeping of her big ally, whom she fatuously worships, and is ready to do anything that the wisdom of the Bear may suggest. Great Britain has no wish to stand in the way of any laudable ambition of Russia, but, as the designs of the latter seem to be dictated by distrust, if not unfriendliness, it is necessary for British statesmen to keep on the alert to see that in the prosecution of Muscovite designs British interests shall not suffer.

The P. & O. steamer *Hindoo* left Bombay for the port on the 22nd instant.A new morning paper has been established at Shanghai, called the *Shanghai Daily Press*.The steamer *Suzhou*, from Calcutta and Suez, left Singapore for this port on the 24th instant, at 3 p.m.A Fernanbus telegram of 24th July reads—Barque *Audrey Richens*, Cardiff for Peking, totally lost by fire at sea. All on board saved and landed at Fernanbus.

At Shanghai on the 21st August a foreigner was severely bitten by a mad dog. Three of four natives were also bitten by the animal, which was afterwards killed.

A Cape Town telegram of 26th July reads—Barque *Hadden Hall*, Manila for London, was in a dangerous position near Agulhas, Coastwise rendered assistance.

London is to be invited on rice exported from Wuhan, the reason being that the provincial Government have been called upon to contribute funds for the national debt charges.

The China Mutual steamer *Orient*, from Glasgow and Liverpool, arrived at Gauji on the 21st inst., and was considered due at Singapore on or about the 10th proxime.

A special telegram from Peking to the N.Y. Daily News states that there is no truth in the report that Wu Ting-fang (Ng Choy) has been appointed Chinese Minister to the United States.

We (C. Daily News) learn with great regret that news has been received of the death of the Bitter C. von Boleslawski, who was very popular here as Austro-Hungarian Consul in the Taung-Yamen. He was recently appointed Minister at Peking for Austria-Hungary.

The outer edge of a typhoon was experienced at Kowloon on the 18th inst. A steam launch and several small boats came to grief and on shore some forces were blown down, but on the whole the damage was not very serious. All the steamers in port had steam up and several shifted their anchor.

A Tokyo press despatch states that the laying of the submarine telegraph cable intended for Kagoshima and Amakusa has been postponed for a month. The cable has been twisted with satisfactory results. The work beyond Okinawa has been postponed to March next, on account of the dangers of the monsoon season. The work will, however, be resumed as early as possible.

The Mercury in Peking indicates that no new treaty or tariff, or the like, is apparently in the making. The Foreign Office has succeeded in removing him from the counsels of the only two men his old tutor, Sun and Wang, who were capable of exciting his languid intellect, and now rules alone. Even Peking is scandalized by the irregularities and extravagances of her Court.

The news of the British Marconi Marine Association have been removed to No. 4, Blue Building.

Owing to the threatening state of the weather yesterday Mrs. Bellon's garden party was postponed until to-morrow.

The following documents are notified in the following order—Mr. Octavius Johnson, Vice-Chairman of the Committee at Kuklung; Mr. Edward Leamont, Mungo Allen, to be his Major's Consul at Kiangchow; and Mr. Frederick Samuel Augustus Bourne, to be his Majesty's Vice-Consul at Ferga Island.

We (Navy) shipping *Lao* instructions what may be done by authority of the Chinese Government.This vessel has been purchased by the Chinese Steamship *Kia-hwa* and is to be placed upon the Fornetian line. She is to be handed over to her new owners in the course of a few days.

The vessel was built in Germany in 1890, in of 1,430 tons gross, 224 feet long, 700 h.p., and can steam a little over twelve knots.

Details—

100 YARDS RACE. Prizes—\$10, \$5, \$3.

Acting Corporal Hale. . . . .

Private Bonnister. . . . .

Private Richardson and Priddle also ran.

A very good race. The winner soon got ahead, but he was closely pursued and passed the tape only yards in front of Green.

Banister was only a few inches behind.

SACR. RACE. Distance—100 yards.

First Heat—

Private Gorman. . . . .

Private Wilson. . . . .

Private Hodson. . . . .

Second Heat—

Acting Corporal Hale. . . . .

Private Allen. . . . .

Private Richardson. . . . .

Third Heat—

Private Brown. . . . .

Private Friddle. . . . .

Private Bryan. . . . .

FINAL RACE.

Private Gorman. . . . .

Private Bryan. . . . .

Action Corporal Hale. . . . .

Private Allen. . . . .

Private Richardson. . . . .

Private Friddle. . . . .

Private Bryan. . . . .

PRIVATE GOLF.

Prizes—\$3, \$2, \$1.

PRIVATE HUNTING.

Prizes—\$3, \$2, \$1.

PRIVATE HORSES.

Pr

## THE PERIODICALS.

Twenty-third August.  
Marine insurance applied to amounts from the "old" calendar year, and the sum paid is four or five inches higher than it has ever been, and that the current is running two or three knots faster," we are able to furnish, through the courtesy of the Harbour Master, Mr. Sussell, and others, all taken from correct records, the river's actual height since 1891, and its fastest current since 1892.

The following figures were taken from the first tide gauge which was erected at the Harbour Master's office, where his readings are taken and registered every two hours night and day (we do not mean that those figures show the depth of the river at any time, but that they simply record its rise and fall from the gauge fixed to the building). The strength of the current is determined by the usual, though oftened, red log and sand-glass, from a boat anchored mid-stream.

Year. Month. Highest. Fastest. Current. ft. in.

1891. August. 10. 4. No record.

1892. September. 15. 5. 3. Knots.

1893. July. 15. 9. 3. "

1894. August. 15. 10. 5. "

1895. June. 15. 10. 4. "

The bed of the river in the upper reaches is scouring out so rapidly that steamers are almost certain to be able to reach the Bund in three or four weeks time; alongside the *Mocoy* there is twenty foot of water, whereas a few weeks ago he was aground. These events will all welcome.

No news of information is to hand as to where the river has burst its banks, excepting the height of the Tsin-tin bank, which has a breach of about three hundred yards, consequently the water is pouring into the country and devastating the fine crops for miles. The tug *Fox* and lighter *Shawrock* are safely stored away in a field of Kau-nang below this breach, being driven there by the rush of water. So far water appears on the plains on the side of the river.

Boats arriving here from Peking and other places north have made a hole in Tientsin, simply crossing the river where it has laid in their course. The low roads in the country round Tung-shan and Shan-hai-kuan are flooded and have now become rivers; but no grave fear to be entertained for the crops, as the natural elevation of the land will soon run the water off.

On Sunday last, August 24th, the rainfall in Tientsin registered 2.92 inches.—*Peking and Tientsin Times.*

## LADY FREMANTLE'S DOG.

The following extract, a portion of Lady Fremantle's diary, may interest some of our readers.—The much-travelled dog of a much-travelled mistress is the little aristocrat named Kew Pow Chin, but known to his English friends as Skills. The way in which he got the strange name is as follows:—Sir Edmund Fremantle, the husband of the Hon. Sir Edmund Fremantle, on the China station, an officer of the Chinese navy, sent one of the most minute specimens of infant fussy dog-dom as an offering to the wife of the English Admiral. The letter which accompanied the tiny stranger on board the flag-ship was a written example of "English as she is spoke," and caused much discussion among the crew. It was decided to give a welcome to Kew Pow Chin. "The dog will be able to learn any kind of skills because his father knows all skills," wrote the Chinese donor, and the expression so took the fancy of the captain of the flag-ship that he said at once "Oh, you must call him Skills." There was something in the name which stuck, for though Lady Fremantle called her new pet Chin, and for this reason would not recognize the appellation of Skills, in the end she gave way and adopted the already generally used English term.

Not long after Skills came into possession of his English mistress, Sir E. and Lady Fremantle went to stay with the Governor at Singapore and there her tiny pet was the innocent cause of much excitement. The Governor's house being too small to admit his guests, he had to buy another ship, and so presented his A.D.C., who apparently had not the courage to tell the admiral's wife, that her pup could not hope for so cordial a welcome at Government House as she herself was sure to receive. Great, therefore, was the consternation of the Governor when Lady Fremantle appeared with Skills in her arms. "Oh, what can you do?" was almost the first words addressed to the astonished A.D.C. "What have I done?" repeated Lady Fremantle in perplexity. "I am not aware of having perpetrated anything very dreadful." The Governor pointed to the little silky-haired pup, whose bright eyes were regarding his uplifted finger with inquiry, but without the faintest shade of apprehension. Lady Fremantle was unaccustomed to such a creature as was her dog. "Dogs are not allowed on the island," continued the host, "and my guests are expected to set an example to the law-abiding population." "Then why?" was the natural question; "did not Mr.—tell me? I had not an iota! I was breaking the law in bringing Skills with me!" The master was at length arraigned by the unaccustomed little strapping being sent to the Governor's office, and being given time given to understand in order to account to wander abroad during his stay.

That night there was a large dinner-party to welcome Sir Edmund and Lady Fremantle to the station. As the latter was crossing the hall to the dining-room—on the arm of her host, who should still be occupying a central position on the floor—but the minutes spent in the hall, the bustle, the doggy life, were witnessed to the last, living picture at the appearance of his mistress. Behind the Governor came his guests, and the moment could scarcely have been of unmixed satisfaction for him. Lady Fremantle, however, was equal to the emergency. Stooping and taking Skills in her hand, she exclaimed to her host, "Why this tiresome dog has won up little dog, and ignored both the host and the hostess, who were equal to the occasion. A straw hat of the Admiral's was placed in a small basket, and in the crown of the hat Skills curled himself up as comfortably as if the natural use of the headgear was to make a kennel for a little dog difficulties. Lives, concealed from view by a covering of flowers the pup lay perched, and discreetly passing the time in a quiet corner, no remonstrance at the unusual mode of his convalescence.

## SHIPPING REPORTS.

The British steamer *Myrtilla*, from Foochow 23rd August, had fine weather, and N.E. wind.

The British steamer *Glaucus*, from Liverpool and Singapore 11th August, had moderate breeze and fine weather throughout.

**VESSELS PASSED ANJER.**—A. British ship *W. McNeil*, from Batavia, Aug. 5, to Amsterdam. 7. British ship *Clunie Ross*, *Syveton*, from Cocos Island for Batavia.

A. British ship *Empire Young*, July 24, from Somalibey for Maliborne.

6. Nod. str. *Princess Wilhelmina*, further Aug. 5, from Batavia for Amsterdam.

7. British ship *Clunie Ross*, *Syveton*, from Cocos Island for Batavia.

A. British ship *Empire Young*, April 13, from Batavia for Hongkong.

Nod. str. *Queen Orlan*, July 4, from Fort Elizabeth for Bangkok.

7. British str. *Elton Marquess*, from Java for Port Said.

8. Nod. str. *Borneo*, Van der Paten, Aug. 3, from Batavia for Rotterdam.

9. Italian ship *Nicolo Acciari*, Temayan, July 10, from Singapore for New York.

10. German ship *W. Spies*, Schutte, April 17, from Batavia for Hongkong.

11. Nod. str. *Queen Orlan*, July 4, from Fort Elizabeth for Bangkok.

7. British str. *Elton Marquess*, from Java for Port Said.

12. Nod. str. *Borneo*, Van der Paten, Aug. 3, from Batavia for Rotterdam.

9. Italian ship *Nicolo Acciari*, Temayan, July 10, from Singapore for New York.

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## NOTICE TO CONSIGNEES

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

## NOTICE TO CONSIGNEES.

FROM LIVERPOOL.

THE Company's Steamship.

## "PENGUIN."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence delivery may be obtained.

No Claims will be submitted after the Goods have left the Godown, and all Claims must be sent in to the office of the Undersigned before noon on the 26th inst., or they will not be recognized.

All broken, shafted, and damaged Goods are to be left in the Godown, where they will be accounted for on WEDNESDAY, the 26th inst., at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godown after the 26th inst. will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, TICE & CO.

Agents.

Hongkong, 19th August, 1896. [1918]

## "PINNLOS" LINE OF STEAMERS.

FROM LIVERPOOL.

THE Steamship.

## "CADIZ."

Consignees of Cargo by the above steamer are hereby informed that their Goods have arrived from Singapore per S.S. "GHAZEE" and are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence delivery may be obtained.

Cargo will be unladen after the 25th instant, and subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 25th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO.

Agents.

Hongkong, 20th August, 1896. [1917]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR," YOKOHAMA, KOBE, YOKOHAMA, KOBE, AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & CO.

Agents.

Hongkong, 21st August, 1896. [19]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"KAISAR-I-HIND."

FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are ready.

The vessel brings on Cargo.—

From London, S.C. ex.s.s. Ocean.

From Persian Gulf ex B. I. S. N. Co. & Bombay Persian S.N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.

Goods not delivered by the 28th inst., at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godown and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claim will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 21st August, 1896. [1]

NOTICE TO CONSIGNEES:

THE P. & O. S. N. Co.'s Steamship.

"CANTON."

FROM ANOTHER LONDON, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are ready.

The vessel brings on Cargo.—

From Madras, ex.s.s. Clodagh.

From Venice, ex.s.s. Clodagh.

Optional goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.

Goods not delivered by the 28th inst., at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godown and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claim will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 24th August, 1896. [1]

NOTICE TO THE BERTH.

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship.

"NERITIS."

Captain Daniel will be despatched as above To-day, the 26th inst.

For Freight or Passage, apply to ARNHOLD, KARBERG & CO.

Agents.

Hongkong, 25th August, 1896. [1883]

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE, AND NAGASAKI.

(Passing through the INLAND SEA).

THE Company's Steamship.

"HOHENZOLERN."

Captain A. F. Melchers, will leave for the above ports To-DAY (WEDNESDAY), the 26th instant, at Noon.

For Freight or Passage, apply to MELCHERS & CO.

Agents.

Hongkong, 25th August, 1896. [1]

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship.

"BAYER."

Captain B. Blomke, will leave for the above place To-DAY (WEDNESDAY), the 26th instant, at Noon.

For Freight or Passage, apply to MELCHERS & CO.

Agents.

Hongkong, 25th August, 1896. [1]

NIPON YUSEN KAISHA.

Agents.

Hongkong, 25th August, 1896. [1]

NIPON YUSEN KAISHA.

Agents.

Hongkong, 25th August, 1896. [1]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through ports for NINGPO, CHIEN, NEWWANG, TIENTH, HANKOW, and Ports on the YANGTZE.)

THE Company's Steamship.

"GLAUCEST."

Captain Harwell, will be despatched as above To-DAY, the 26th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Agents.

Hongkong, 25th August, 1896. [1943]

NIPON YUSEN KAISHA.

FOR SHANGHAI, CHEFOO, JINSENG, AND NAGASAKI.

THE Company's Steamship.

"SATSUMA MARU."

Captain F. L. Somer, will be despatched as above the above ports To-DAY, the 26th inst.

For Freight or Passage, apply to NIPON YUSEN KAISHA.

Hongkong, 25th August, 1896. [1943]

NIPON YUSEN KAISHA.

FOR SHANGHAI.

THE Steamship.

"NANYANG."

Captain F. W. Schulte, will be despatched for the above port To-DAY, the 26th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Agents.

Hongkong, 25th August, 1896. [1943]

NIPON YUSEN KAISHA.

FOR SHANGHAI.

THE Steamship.

"KOREA."

Captain F. L. Somer, will be despatched as above the above ports To-DAY, the 26th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Agents.

Hongkong, 25th August, 1896. [1943]

NIPON YUSEN KAISHA.

FOR SHANGHAI VIA AMOY.

THE Steamship.

"PINNLOS" LINE OF STEAMERS.

FROM LIVERPOOL.

THE Steamship.

"CADIZ."

Captain F. W. Schulte, will be despatched for the above port To-DAY, the 26th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Agents.

Hongkong, 25th August, 1896. [1943]

NIPON YUSEN KAISHA.

FOR SHANGHAI.

THE Steamship.

"NANYANG."

Captain F. W. Schulte, will be despatched as above the above ports To-DAY, the 26th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Agents.

Hongkong, 25th August, 1896. [1943]

NIPON YUSEN KAISHA.

FOR SHANGHAI.

THE Steamship.

"ESMERALDA."

Captain Taylor, will be despatched for the above port on FRIDAY, the 28th inst., at 4 p.m.

For Freight, apply to G. DE CHAMPEAUX.

Agents.

Hongkong, 22nd August, 1896. [1943]

NIPON YUSEN KAISHA.

FOR SHANGHAI.

THE Company's Steamship.

"ADOUR."

Captain Taylor, will leave as above port on FRIDAY, the 28th inst., at 4 p.m.

For Freight, apply to G. DE CHAMPEAUX.

Agents.

Hongkong, 22nd August, 1896. [1943]

NIPON YUSEN KAISHA.

FOR SHANGHAI.

THE Company's Steamship.

"G. DE CHAMPEAUX."

Captain Taylor, will be despatched as above port on FRIDAY, the 28th inst., at 4 p.m.

For Freight, apply to G. DE CHAMPEAUX.

Agents.

Hongkong, 22nd August, 1896. [1943]

NIPON YUSEN KAISHA.

FOR SHANGHAI.

THE Company's Steamship.

"GLENKEE."

Captain Taylor, will leave as above port on FRIDAY, the 28th inst., at 4 p.m.

For Freight, apply to G. DE CHAMPEAUX.

Agents.

Hongkong, 22nd August, 1896. [1943]

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